

U.S. House of Representatives
Committee on Transportation and Infrastructure
109th Congress

Republican Accomplishments



Republican Accomplishments

Building Highways and Improving Transportation for the Future: Preparedness for Any Emergency and Responding to Disasters

The 109th Congress produced hallmark legislation to authorize new funds for highway construction, creating jobs and insuring the nation can meet the challenge of moving people and goods on our transportation infrastructure. The Committee on Transportation and Infrastructure led the way to enactment of SAFETEA: LU – The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The historic funding levels provided by this legislation sparked a wave of construction that fuels the economy and promises a more prosperous future for the users of our highways.

However, in 2005 the country witnessed a massive disaster which struck the states of Louisiana, Texas, Mississippi and Alabama and challenged the resources of the federal agencies responsible for responding in emergencies. Hurricane Katrina, followed quickly by Hurricane Rita, left a trail of destruction the scale and costs of which are unprecedented in U.S. history. These disasters created heroes among our federal disaster responders, including the U.S. Coast Guard which saved thousands of suffering people from rooftops and also those individuals in the Federal Emergency Management Agency (FEMA) who gave up months of their lives to relocate to the disaster areas to provide response services. The efforts of the Army Corps of Engineers to insure prompt debris removal, allowed the rebuilding and recovery of this devastated region to begin.

The Committee on Transportation and Infrastructure immediately approved legislation to provide more disaster assistance to those dislocated by the hurricanes, but also approved legislation to restore FEMA's ability to provide the level of coordination and response which the American people deserve in their time of direst need.

The Committee's commitment to preserving the missions of the U.S. Coast Guard and to providing authority and funding for the Army Corps of Engineers flood control programs will be directly responsible for saving lives and protecting property in any future disaster, no matter the cause.

The Committee is proud of its bipartisan efforts to improve highway, transit, water, and aviation systems and to protect Americans in the aftermath of disasters.

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Aviation

National Transportation Safety Board Amendments Act of 2006 (H.R. 5076)

Reported by the Committee on April 5, 2006
Sponsored by Representative Don Young (R-Alaska)

This legislation was introduced by Mr. Young, Mr. Oberstar, Mr. Mica, and Mr. Costello on April 4, 2006 to authorize funding and other provisions for the National Transportation Safety Board (NTSB) for fiscal years 2007, 2008 and 2009. Specifically, this bill provides for a runway safety area project at Juneau International Airport.

The Wright Amendment Reform Act (H.R. 5830, H.R. 6228, S. 3661)

Passed the House, September 29, 2006
Sponsored by Representative Don Young (R-Alaska)

S. 3661 was passed by both the House and the Senate on September 29th, 2006 and is currently awaiting the President's signature to become law. This bill lifts all domestic flight restrictions on scheduled commercial service at Love Field, beginning eight years after the date of enactment. It currently maintains existing domestic flight restrictions at Love Field (i.e., direct flights out of Love Field are limited to the following states: Texas, Missouri, Alabama, Mississippi, Kansas, Louisiana, New Mexico, Arkansas, Oklahoma), but allows through-ticketing from Love Field to cities outside the Wright Amendment's geographic area, while reducing the number of gates at Love Field from 32 to 20. The bill specifically clarifies that nothing in the Act shall affect general aviation service at Love. The provisions of the bill shall not take effect until the FAA notifies Congress that aviation operations in the airspace are safe. H.R. 5830 and H.R. 6228 are the House versions of this bill introduced by Chairman Young. The Committee ordered H.R. 5830 to be favorably reported to the House.

***Expressing Condolences to the families, friends, and loved ones
of the victims of the crash of Comair Flight 5191***

(H. Res. 980)

Passed the House on September 6, 2006

This resolution remembers and honors the victims of the crash of Comair Flight 5191. It also extends deep sympathy and condolences to the family, friends, and loved ones of the victims.

***Return of General Aviation to Ronald Reagan Washington
National Airport Act of 2005***

(H.R. 1496)

Reported by the Committee May 26, 2006

Sponsored by Representative Don Young (R-Alaska)

This legislation directs the Secretary of Transportation to allow the resumption of non-scheduled commercial flights and General Aviation flights to Ronald Reagan National Airport, within 60 days.

Limited Exception from Type Certificate Requirement

(Section 4405 of P.L. 109-59)

This aviation provision was included as section 4405 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA:LU). Section 4405 provides a narrow exception to the requirement that aircraft builders obtain the permission of the type certificate holder before building an aircraft using the type certificate holder's design. Under section 4405, aircraft that were already in the process of being built prior to the date on which Federal Aviation Administration field offices were informed of this requirement may continue to be certificated without the permission of the type certificate holder, if certain conditions are met.

Essential Air Service Program

(Section 3012 of S. 1932)

Section 3012 of S. 1932 (The Deficit Control Act of 2005) provides an additional \$15 million in each of fiscal years 2007 and 2008 for the Essential Air Service (EAS) program. The additional \$15 million is contingent upon at least \$110 million being provided for EAS from current sources (i.e., appropriated funds and overflight fees). Together with base funding of at least \$110 million, the additional \$15 million will increase EAS funding to at least \$125 million in fiscal years 2007 and 2008.

Federal Flight Deck Officer Program

(H. Con. Res. 196)

Passed by the House on December 7, 2005

Sponsored by Representative John Mica (R-Florida)

This resolution honors the pilots of United States commercial air carriers who volunteer to participate in the highly successful Federal Flight Deck Officer (FFDO) program. The House approved this resolution on December 12, 2005 by a roll call vote of 413-2 and the Senate subsequently approved the resolution by unanimous consent.

Liability Protection for Airport Operators

(Section 547 of P.L. 109-90)

This aviation provision was included in the Department of Homeland Security Appropriations Act for Fiscal Year 2006. Section 547 provides all airports, those with Federal Screeners and those choosing to participate in the Federal Screening Partnership Program (SPP), with liability protection. Specifically, the amendment provides all airports protection from liability for the decision to file or not file an application with the Transportation Security Administration (TSA) to participate in the Federal SPP; and protections from liability arising out of negligent acts of security screeners, whether Federal employees or the employees of Federally-qualified SPP screening companies acting under a contract with the TSA. The provision does not grant airports liability protection for their own acts of negligence.

Coast Guard and Maritime Transportation

Coast Guard and Maritime Transportation Act of 2006

(H.R. 889) (P.L. 109-241)

Sponsored by Representative Don Young (R-Alaska)

The legislation authorizes \$8.7 billion for Coast Guard programs and operations in fiscal year 2006. The law also amends existing statutes to improve management of Coast Guard activities, navigation, and commercial shipping. The law also commends the Coast Guard for the service's heroic efforts in response to Hurricanes Katrina and Rita earlier this year, amends current law to improve vessel safety procedures aboard U.S. ferries, and directs the Coast Guard to establish a long-range vessel tracking system to improve maritime domain awareness in offshore waters.

The law also includes several provisions that were included in H.R. 1412, the Delaware River Protection Act of 2005, as passed in the House.

Coast Guard Authorization Act of 2006

(H.R. 5681)

Passed the House on September 28, 2006

Sponsored by Representative Don Young (R-Alaska)

The bill authorizes approximately \$9.0 billion for Coast Guard programs and operations in fiscal year 2007, including approximately \$1.7 billion for the Coast Guard's Deepwater program which would accelerate the program's completion from the current projected timeline. The bill also makes several amendments to current statutes related to the activities of the Coast Guard, navigation and commercial shipping. The bill also includes a provision that would establish a civil penalty for individuals who possess personal use quantities of narcotics at maritime facilities or aboard vessels subject to the jurisdiction of the United States.

The bill, as passed in the House, also includes H.R. 5811, the MARPOL Annex VI Implementation Act of 2006, as reported from the Committee on Transportation and Infrastructure.

MARPOL Annex VI Implementation Act of 2006

(H.R. 5811)

Reported by the Committee on September 19, 2006

Passed the House as part of H.R. 5681, the Coast Guard Authorization Act of 2006

Sponsored by Representative Don Young (R-Alaska)

H. R. 5811, the MARPOL Annex VI Implementation Act of 2006, would implement requirements under MARPOL Annex VI for purposes of U.S. law. The bill would require all vessels operating within the territorial sea (the belt of the oceans extending out to a distance of 12 miles from shore) and in special emission control areas to comply with air emission regulations. The regulations would require engines that are installed on covered vessels to meet standards under Annex VI regarding NO_x, SO_x, and other organic compounds. The regulations would also require ports and terminals to comply with requirements to provide receptacles or access to reception facilities where ozone depleting substances and other materials can be disposed of.

Delaware River Protection Act of 2005

(H.R. 1412)

Passed the House on June 27, 2005

Sponsored by Representative Frank A. LoBiondo (R-New Jersey)

The legislation addresses several issues that were raised by an oil spill in the Delaware River in November 2004. The bill amends the Oil Pollution Act of 1990 to adjust oil spill liability limits to reflect increases in inflation since 1990. The bill also requires individuals to report to the Coast Guard any release of an object from a vessel or a facility that could obstruct navigation in U.S. waters. The bill also includes several provisions to improve future oil spill response actions in the Delaware River and nationwide.

Coast Guard Hurricane Relief Act of 2005

(H.R. 4508) (P.L. 109-141)

Passed the House December 14, 2005

Passed the Senate December 16, 2005

Sponsored by Representative Don Young (R-Alaska)

The legislation addresses several issues that have arisen due to the recent events in the Gulf Coast as a result of Hurricanes Katrina and Rita. H.R. 4508 recognizes and commends the heroic actions of the Coast Guard in response to Hurricane Katrina and preserves up to 90 days of accumulated leave that would otherwise be lost at the end of this calendar year for Coast Guardsmen who were detailed to operations in response to Hurricane Katrina. The legislation also authorizes the Coast Guard to temporarily extend the expiration of licenses and documents for mariners that were affected by Hurricane Katrina and certificates of inspection and compliance for vessels that are inspected by marine safety offices that are located in the impacted region.

Maritime Terminal Security Enhancements Act of 2006

(H.R. 4880) (P.L. 109 –XXX)

Reported by the Committee on September 29, 2006

Sponsored by Representative Frank A. LoBiondo (R-New Jersey)

The bill makes several amendments to current law to improve the security of ports and port terminal facilities. The bill would require a port terminal facility operator to resubmit a facility security plan for the Coast Guard's approval upon the transfer of ownership or operational control of that facility. The bill also requires each operator of a port terminal facility to designate a U.S. citizen as the Facility Security Officer under a facility security plan. Lastly, the bill establishes several deadlines for maritime security programs required under the Maritime Transportation Security Act of 2002 (P.L. 107-295).

Security and Accountability for Every Port (SAFE Port) Act

(H.R. 4954) (P.L. 109 - 347)

Passed the House May 4, 2006

Passed the Senate September 14, 2006

Sponsored by Representative Daniel E. Lungren (R-California)

The conference report amends the Maritime Transportation Security Act of 2002 and other statutes to enhance the Federal government's capabilities to prevent, prepare for and recover from a transportation security incident in U.S. waters and ports. The

conference report requires the Coast Guard to take several actions to safeguard the maritime transportation system, including the development of a salvage response plan to ensure that U.S. ports and harbors are cleared to allow for the rapid resumption of maritime commerce following a maritime transportation incident. The conference report also requires the Coast Guard and the Transportation Security Administration to jointly process applications for Merchant Mariner Documents and Transportation Worker Identification Credentials (TWIC) to reduce paperwork, fees and requirements regarding security and background checks for U.S. merchant mariners. The conference report requires the Department of Homeland Security to develop final rules for the TWIC program by April 1, 2007, as required by H.R. 4880 and directs the Department to test card reader technologies through a pilot program at U.S. port facilities. The conference report also requires the Department to establish interagency operational centers at high-priority U.S. ports, under the leadership of the Coast Guard, to enhance and coordinate Federal, State and local port and cargo security activities.

The conference report also includes several other maritime transportation security provisions that were included in H.R. 4880, the Maritime Terminal Security Enhancements Act of 2006, as approved by the Committee on Transportation and Infrastructure. These provisions will require the development of regulations to implement a long-range vessel tracking system next year, the development of enhanced identification for foreign merchant seamen, and the establishment of a Center of Excellence to promote research and the development of technologies to enhance maritime domain awareness.

Marine Debris Research, Prevention and Reduction Act (S. 362)

Passed the Senate on July 1, 2005

Passed the House with an amendment on July 25, 2006

S. 362, the Marine Debris Research, Prevention and Reduction Act, as passed in the House, would establish a marine debris prevention and removal program within the National Oceanic and Atmospheric Administration (NOAA), strengthen the Coast Guard's capabilities to improve and enforce compliance with laws and regulations regarding the disposal of plastics and other garbage from vessels, and reactivate the Interagency Marine Debris Coordinating Committee to coordinate marine debris research and activities throughout the Federal government.

Sportfishing and Recreational Boating Safety Act of 2005

(H.R. 3) (P.L. 109-59)

Sponsored by Representative Don Young (R-Alaska)

This law made several amendments to create a simpler and more equitable formula for Federal sportfishing restoration and recreational boating safety funding. The law established the Sportfishing and Recreational Boating Safety Trust Fund and provided for the spend-out of more than \$90 million in the Boating Safety Account of the Aquatic Resources Trust Fund to support State programs in future fiscal years.

Sportfishing and Recreational Boating Safety Amendments Act of 2005

(H.R. 3649) (P.L. 109-74)

Passed the House September 13, 2006

Passed the Senate 15, 2006

Sponsored by Representative Don Young (R-Alaska)

This law made several technical and conforming amendments to the Sportfishing and Recreational Boating Safety Act of 2005 (P.L. 109-59) and provided funding for State sportfish conservation and recreational boating safety programs in fiscal year 2005.

Economic Development, Public Buildings and Emergency Management

Post-Katrina Reform of the Federal Emergency Management Agency (FEMA)

(H.R. 5316) (H.R. 5441) (P.L. 109-295)

Passed the House and Senate on September 29, 2006

**Passed as part of H.R. 5441 the FY 2007 Department of
Homeland Security Appropriations Bill**

Sponsored by Representative Harold Rogers (R-Kentucky)

H.R. 5316 - Restoring Emergency Services to Protect Our Nation from Disasters Act of 2006 or the “RESPOND Act of 2006” was approved by the Committee on May 17, 2006 and includes a number of the provisions that became law through the FY 2007 Department of Homeland Security Appropriations Bill. This bill puts FEMA back together again and gives FEMA the tools and authority to do its job. With the leadership, authority, and resources necessary to respond effectively to the next disaster, FEMA can once again be a model agency within the Federal Government.

The amendment to the appropriations bill—

- Elevates the Administrator to the Deputy Secretary level, provides that the Administrator will report directly to the Secretary, and directs the Administrator to serve as the principal advisor to the President for all matters relating to emergency management.
- Clarifies the chain of command during the Federal response to natural disasters, acts of terrorism, and other man-made disasters.
- Returns all grants, training, and preparedness programs to FEMA, restoring the nexus between emergency preparedness and response.
- Establishes an all hazard national preparedness goal and system for bringing direction, professional expertise, and accountability to federal, state, and local preparedness activities. Ensures state and local governments and first responders help develop the preparedness system.

Pets Evacuation and Transportation Standards Act of 2005

(H.R. 3858) (P.L. 109-308)

Passed the House on May 22, 2006

Passed the Senate on August 4, 2006

Senate Amendment Agreed to by the House on September 20, 2006

Presented to the President for Signature

Sponsored by Representatives Tom Lantos (D-California) and Don Young (R-Alaska)

H.R. 3858, also known as the PETS Act, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to require the Director of the Federal Emergency Management Agency (FEMA) to ensure that state and local emergency preparedness operational plans take into account the needs of individuals with household pets and service animals following a major disaster or emergency. In order to qualify for FEMA funding, a jurisdiction is required to submit a plan detailing their disaster preparedness plan. The PETS Act would ensure that the needs of individuals with household pets and service animals are considered when preparedness plans are developed. H.R. 3858 also permits FEMA to fund structures that will accommodate people with pets and service animals and provide essential needs to pets and service animals following a disaster.

Disaster Recovery Personal Protection Act of 2006

(H.R. 5013) (P.L. 109-XXX)

Passed the House on July 25, 2006

Passed as part of H.R. 5441 the FY 2007 Department of
Homeland Security Appropriations Bill

Sponsored by Representative Jindal (R-Louisiana)

H.R. 5013, as amended, amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act to prohibit the confiscation of lawfully possessed firearms by an individual operating under the color of Federal law while acting in support of a major disaster or emergency declaration, unless the confiscation is otherwise permitted by law. This bill ensures that law abiding citizens can continue to protect themselves, their loved ones, their businesses, and their property, as guaranteed by the Second Amendment, during disasters, when law enforcement is most likely to be overwhelmed and unable to fulfill the safety needs of the citizens they serve. It prevents agencies from arbitrarily depriving law abiding citizens of their private property and means of protection during a disaster. Additionally, this bill clarifies that an individual may require the temporary surrender of firearms as a condition for entry into any mode of transportation used for rescue or evacuation during a disaster or emergency. The bill authorizes any individual aggrieved by a violation of this Act to seek relief by bringing an action for redress and by bringing a civil action in U.S. district court for return of a confiscated firearm.

Katrina Emergency Assistance Act of 2006

(S. 1777) (P.L. 109-176)

Passed the Senate on February 15, 2006

Passed the House on March 2, 2006

House Amendment Agreed to by the Senate March 3, 2006

Sponsored by Senator Susan Collins (R-Maine)

S. 1777, as amended, extends the disaster unemployment assistance eligibility period to 39 weeks for individuals eligible for such assistance under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) who are unemployed as a result of Hurricane Katrina or Hurricane Rita and are not eligible for regular unemployment assistance. The Stafford Act allows the President to provide assistance to individuals unemployed as a result of a major disaster through the Disaster Unemployment Assistance Program for a period of up to 26 weeks. Due to Hurricane Katrina and Rita, a significant part of the Gulf region's workforce remained unemployed after this 26 week period. S. 1777, as amended, provides for an additional 13 weeks of assistance.

Local Community Recovery Act of 2006

(H.R. 4979) (P.L. 109-218)

Passed the House on March 28, 2006

Passed the Senate on April 6, 2006

Sponsored by Representative Charles W. "Chip" Pickering (R-Mississippi)

H.R. 4979 amends the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) to clarify the preference for local firms in the award of contracts for disaster relief activities. The bill makes it clear that the government can direct contracts to local communities devastated by disasters. The Stafford Act provides a preference for doing business with local firms to help them rebuild their economy. In the areas hardest hit by Katrina the job market, local economy, and tax base were devastated. This legislation puts people back to work rebuilding their communities, while simultaneously strengthening the local economy and tax base and providing for lower cost and faster job completion.

Gulf Coast Recovery Act of 2005

(H.R. 4438)

Reported by the Committee on December 7, 2005

Sponsored by Representative Bill Shuster (R-Pennsylvania)

H.R. 4438 addresses the most time sensitive obstacles to recovery in the areas of the Gulf Coast affected by Hurricanes Katrina and Rita and will provide the foundation for the long term successful recovery of the region. The bill allows the president to

provide assistance to financially distressed state and local governments to cover expenses for some essential response and recovery personnel in order to aid local governments facing tax revenue shortfalls due to the disasters. H.R. 4438 also extends the eligible period of disaster relief unemployment to 52 weeks, sets the federal cost share at a minimum of 75% for the Hazard Mitigation Grant Program (HMGP), restores the HMGP funding to 15%, creates a new grant program to improve interoperability and survivability of emergency communications systems and amends the Community Disaster Loan Act to allow local governments to receive loans of up to 50% of the local government's budget.

Community Disaster Loan Act of 2005

(S. 1858) (P.L. 109-88)

Passed the House on October 7, 2005

Passed the Senate on October 7, 2005

Sponsored by Senator David Vitter (R-Louisiana)

S. 1858 adjusts the Community Disaster Loan Program to properly benefit the victims of Hurricane Katrina. The law authorizes up to \$750 million of disaster relief aid to cover the cost of direct loans with the hope of preventing future disasters. Such funds are required to be used to assist local governments in guaranteeing the continuation of basic government services without requiring massive government layoffs.

Predisaster Mitigation Program Reauthorization Act of 2005

(H.R. 4324)

Passed the House on November 18, 2005

Sponsored by Representative Bill Shuster (R-Pennsylvania)

H.R. 4324, the Predisaster Mitigation Program Reauthorization Act of 2005, reauthorizes the Predisaster Mitigation Program (PDM) through September 30, 2008. Predisaster mitigation helps prevent damage and destruction by allowing communities to act proactively, through planning and projects that ensure reduced costs and limit adverse impacts in future disasters.

Faster and Smarter Funding for First Responders Act of 2005

(H.R. 1544) (H.R. 1817)

Passed the House as a part of H.R. 1817 on May 18, 2005

Sponsored by Representative Christopher Cox (R-California)

The bill amends the Homeland Security Act of 2002. It requires the creation of a task force to set up standards for first responders. H.R. 1544 clarifies appropriate uses for first responder grant money and establishes a new distribution formula for that money.

This bill was originally reported out of the Committee on Transportation & Infrastructure during the 108th Congress on June 6, 2004 and was reintroduced and passed the House during the 109th Congress.

Expressing the condolences of the Nation to the victims of Hurricane Katrina, commending the resiliency of the people of the States of Louisiana, Mississippi, and Alabama, and committing to stand by them in the relief and recovery effort.

(H. Res. 425)

Passed the House on September 7, 2005

Sponsored by Representative Charles Boustany (R-Louisiana)

H. Res. 425 declares that the House of Representatives: (1) expresses the condolences of the Nation to the victims of Hurricane Katrina; (2) commends the resiliency and courage of the people of Louisiana, Mississippi, and Alabama; and (3) commits to provide the necessary resources and to stand by the people of such states in the relief, recovery, and rebuilding efforts.

Supreme Court Grounds Transfer Act of 2005

(S. 2116) (P.L. 109-214)

Passed the Senate on December 15, 2005

Passed the House on March 28, 2006

Sponsored by Senator Trent Lott (R-Mississippi)

S. 2116 transfers jurisdiction over a small parcel of land from the Architect of the Capitol to the Supreme Court of the United States. The small parcel of land is bordered by Constitution Avenue on the north, Maryland Avenue on the west and south, and by Second Street on the east. This transfer also includes realigning the jurisdictional boundaries of the United States Capitol Police and the United States Supreme Court Police to reflect this land transfer. The transfer will enable the Supreme Court Police to have control over the grounds within the bollard perimeter currently under construction.

***To Amend the John F. Kennedy Center Act to Authorize
Additional Appropriations for the John F. Kennedy Center for
the Performing Arts for Fiscal Year 2007***

(H.R. 5187) (P.L. 109-306)

Passed the House on July 25, 2006

Passed the Senate on September 26, 2006

Sponsored by Representative Don Young (R-Alaska)

H.R. 5187 amends the John F. Kennedy Center Act to authorize additional appropriations for FY 2007 to the John F. Kennedy Center for the Performing Arts for the maintenance, repair, and security account and the capitol projects account. This increase aligns the authorized amounts with those requested by the President in the FY 2007 budget.

Dam Safety Act of 2006

(H.R. 4981)

Passed the House on September 27, 2006

Sponsored Representative John R. "Randy" Kuhl (R-New York)

H.R. 4981, as amended, reauthorizes the National Dam Safety Program for five years, through fiscal year 2011. The National Dam Safety Program, administered by FEMA, was established to improve safety and security around dams. The program provides assistance grants to state dam safety agencies to assist them in improving their regulatory programs, training, and research, and to create a National Inventory of Dams.

***Federal and District of Columbia Government
Real Property Act of 2005***

(H.R. 3699)

Passed the House on September 29, 2006

Sponsored Representative Tom Davis (R-Virginia)

H.R. 3699 authorizes the exchange of federal land between the Department of Interior's National Park Service and the District of Columbia. Under a transfer of jurisdiction, the federal government retains ownership of the property and the District is given authority to maintain and administer the property. Transferring this land would allow the District to utilize the lands for development to increase its tax base and decrease financial dependence on the federal government. Many of the parcels in H.R. 3699 are underutilized or neglected and consequently the transfer would help the federal government manage existing properties by reducing maintenance backlogs. These lands are not currently providing substantial value and their transference to the District would allow taxpayer dollars to be spent on maintaining more beneficial properties.

***William M. Steger Federal Building
and United States Courthouse***

(H.R. 5606) (P.L. 109-332)

Passed the House on September 27, 2006

Passed the Senate on September 30, 2006

Sponsored by Representatives Ralph Hall and Louie Gohmert (R-Texas)

H.R. 5606, introduced by Representatives Ralph Hall and Louie Gohmert of Texas, designates the Federal building and United States Courthouse located at 221 and 211 West Ferguson Street in Tyler, Texas, as the "William M. Steger Federal Building and United States Courthouse." Judge Steger's service began in 1941 when he joined the Army Air Corps the day after the attack on Pearl Harbor. By 1952, Judge Steger was a seasoned attorney and appointed to serve as the United States Attorney for the Eastern District of Texas by President Eisenhower. Judge Steger's career as a judge began in 1970 with an appointment to the federal bench by President Nixon. During his tenure, he closed more than 6,500 cases, issued several landmark decisions, and was rarely reversed on appeal. Judge Steger passed away on June 4, 2006.

Carroll A. Campbell, JR. United States Courthouse

(H.R. 5546) (P.L. 109-331)

Passed the House on September 27, 2006

Passed the Senate on September 30, 2006

Sponsored by Representative Bob Inglis (R-South Carolina)

H.R. 5546 designates the Federal courthouse to be constructed in Greenville, South Carolina, as the "Carroll A. Campbell, Jr. United States Courthouse." The bill honors former South Carolina Governor and Congressman Carroll A. Campbell, Jr. who passed away in 2005. In 1970, Governor Campbell's political career began with his election to the South Carolina House of Representatives, and later served in the South Carolina Senate. He served in the U.S. House of Representatives from 1979 until his election as Governor in 1986. As Governor of South Carolina, Campbell coordinated his state's response to Hurricane Hugo and lured large industry to the state. After two terms in office, Governor Campbell was prevented from seeking a third term. In 2001 at the relatively young age of 61, Governor Campbell was diagnosed with Alzheimer's disease. Governor Campbell passed away after a severe heart attack on December 7, 2005.

Andres Toro Building

(H.R. 5026) (P.L. 109-348)

Passed the House on September 27, 2006

Passed the Senate on September 30, 2006

Sponsored by Representative Luis Fortuno (R-Puerto Rico)

H.R. 5026 designates the Investigations Building of the Food and Drug Administration located at 466 Fernandez Juncos Avenue in San Juan, Puerto Rico, as the "Andres Toro Building." Andres Toro, who recently passed away, was the Director of the Compliance Division of the FDA San Juan District Office. Andres Toro was the Director of the Compliance Division of the FDA San Juan District Office. He joined the FDA in 1977 as an investigator in the San Juan District office and worked his way up the ranks to Director of the Compliance Division. He is the first and only Puerto Rican to have risen to this high government rank in the FDA without taking a position off the island, and received many awards along the way. Mr. Toro played a major role in some of the most unprecedented regulatory cases the FDA has initiated against the food and drug industry. He was known for his dedication and commitment in preserving and protecting public health.

Authorizing the use of the Capitol Grounds for the District of Columbia Special Olympics Law Enforcement Torch Run

(H. Con. Res. 359)

Passed the House on May 3, 2006

Passed the Senate on May 4, 2006

Sponsored by Representative Bill Shuster (R-Pennsylvania)

H. Con. Res. 359 authorizes the use of the Capitol grounds, on June 9, 2006, for the District of Columbia Special Olympics Law Enforcement Torch Run.

Authorizing the use of the Capitol Grounds for the National Peace Officers' Memorial Service

(H. Con. Res. 360)

Passed the House on April 5, 2006

Passed the Senate on April 6, 2006

Sponsored by Representative Bill Shuster (R-Pennsylvania)

H. Con. Res. 360 permits the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor, on May 15, 2006, the 25th annual National Peace Officers' Memorial Service on the Capitol grounds to honor the law enforcement officers who died in the line of duty during 2005.

GSA Prospectuses

Each year the Committee considers a number of prospectuses from the General Services Administration (GSA) for repair, alteration, design, construction, and leases. These prospectuses, which cover leases and projects over \$2.54 million, must be considered and authorized by Committee Resolution before GSA may proceed. During the 109th Congress, GSA submitted 139 prospectuses. The Committee supported and approved, by Resolution, a total of 125 prospectuses.

Highways, Transit and Pipelines

Safe, Accountable, Flexible, Efficient Transportation

Equity Act: A Legacy for Users

SAFETEA: LU

(H.R. 3)(S.732) (P.L. 109-59)

Enacted July 29, 2005

Sponsored by Representative Don Young (R-Alaska) and 79 cosponsors

This important legislation reauthorizes the Federal highway, public transportation, highway safety and motor carrier safety programs for 6 years, from FY 2004 through FY 2009. SAFETEA: LU provides \$286.4 billion in new funding over the life of the bill. This is an increase of 42% over the previous reauthorization, TEA 21 (1998-2003).

Through increased investment in our nation's transportation infrastructure, this bill will maintain and improve our roads, bridges, and transit systems. In turn, this will increase productivity, decrease the amount of time spent on the road, and encourage new growth in the economy. For every \$1 billion invested, SAFETEA: LU will create and sustain 47,500 new jobs and increase Gross Domestic Product by \$1.75 billion.

Surface Transportation Extension Acts

**(P.L. 109-14, 109-20, 109-35, 109-37,
109-40, and 109-42)**

Sponsored by Representative Don Young (R-Alaska)

The purpose of these Acts is to extend Federal highway, highway safety, motor carrier safety and transit programs, and to authorize appropriations. The first extension was enacted on September 30, 2003 and the last on July 30, 2005. The latest bill extends funding through August 14, 2005.

Pipeline Safety Improvement Act of 2006

(H.R. 5782)

Reported by the Committee on July 19, 2006

**Sponsored by Representatives Don Young (R-Alaska), Rep. Tom Petri (R-Wisconsin)
and 19 other Republican cosponsors**

H.R. 5782 reauthorizes the federal pipeline safety programs and amends title 49, United States Code, to enhance the safety and reliability of transporting the nation's energy products by pipelines. This bill addresses enforcement of one-call laws, provides guidance to states on underground damage programs, requires a rule to be issued establishing a distribution integrity management program, and requires that standards be developed to reduce the risks in pipeline control rooms associated with human factors. The bill also directs the Pipeline and Hazardous Materials Safety Administration to develop regulations on the operation of low-stress hazardous liquid pipelines. H.R. 5782 also authorizes funding levels for the pipeline safety programs for FY 2007 through FY 2010.

Public Transportation Security Assistance Act of 2006

(H.R. 5808)

Reported by the Committee on July 19, 2006

**Sponsored by Representatives Don Young (R-Alaska), Rep. Tom Petri (R-Wisconsin),
Rep. Oberstar (D-Minnesota) and Rep. DeFazio (D-Oregon) and 16 Republican T&I
Committee cosponsors**

This legislation authorizes the Secretary of Transportation to award grants to public transportation systems and intercity bus operators to improve security. Throughout the world, public transportation systems have been primary targets of terrorist attacks, causing thousands of deaths and injuries. Transit systems have open access and frequent stops and transfer points, and are thus difficult to protect. They also serve high concentrations of people in crowded quarters, an environment with a high probability of death or injury. H.R. 5808 authorizes a total of \$3.4 billion in grant funds for fiscal years 2007 through 2009: \$2.4 billion is authorized for capital grants to transit agencies; \$900 million is authorized for operating grants to transit agencies; and \$150 million is authorized for security grants to intercity and charter bus operators. Grants are prioritized on the basis of risk, consequences, vulnerability, and threat, and allocations are based on the transit agency security assessments conducted by the Department of Homeland Security.

***To amend the Safe, Accountable, Flexible, Efficient
Transportation Equity Act: A Legacy for Users to make
technical corrections, and for other purposes.***

(H.R. 6233) (H.R. 5689)

Sponsored by Rep. Don Young (R-Alaska), Rep. Oberstar (D-Minnesota),
Rep. Petri (R-Wisconsin), and Rep. DeFazio (D-Oregon)

H.R. 5689 and H.R. 6233 make various technical corrections to the major highways and transit reauthorization bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59, 119 Stat. 1256). The technical corrections included in these bills have been identified by the Department of Transportation and are mostly of a conforming nature, or to correct drafting errors. The principal correction is to strengthen the Federal Highway research program by ensuring the viable continuation of the legacy research programs carried out by the Department of Transportation. H.R. 5689 was agreed to by the House on June 28, 2006. H.R. 6233 was agreed to by the House on September 29, 2006, and includes additional technical corrections to Member High Priority Projects from both the House and the Senate.

***Expressing the sense of the Congress that States should require
candidates for driver's licenses to demonstrate an ability to
exercise greatly increased caution when driving in the proximity
of a potentially visually impaired individual.***

(H. Con. Res. 235)

Passed the House on July 25, 2006

Passed the Senate on September 25, 2006

Sponsored by Rep. Evans (D-Illinois) and
8 Republican cosponsors

House Concurrent Resolution 235 finds that many visually impaired people travel about their communities without personal assistance and that many visually impaired people and guide dogs suffer injury and death each year as a result of being struck by a motor vehicle. Therefore, the legislation expresses the sense of Congress that States should require candidates for driver's licenses to demonstrate an ability to exercise greatly increased caution when driving in the proximity of a potentially visually impaired individual. The bill encourages states to teach candidates for driver's licenses to associate guide dogs and white canes with visually impaired pedestrians.

Recognizing the 50th Anniversary of the Interstate Highway System

(H. Con. Res. 372)

Passed the House on June 13, 2006

Passed the Senate on June 19, 2006

Sponsored by Representative Don Young (R-Alaska) and 73 T&I Committee cosponsors

The purpose of this House Concurrent Resolution is to recognize the 50th Anniversary of the Interstate Highway System and its importance to American economic development and daily life.

Expressing the Sense of Congress in Support of a National Bike Month

(H. Con. Res. 145)

Passed by the House on July 25, 2006

Sponsored by Representative Blumenauer (D-Oregon), Rep. Petri (R-Wisconsin),
and 32 other cosponsors

The Resolution states that it is the sense of Congress that Americans should observe the month of May as National Bike Month to promote bike safety, and the health, transportation, recreational, and environmental benefits derived from cycling.

Railroads

Railroad Retirement Technical Improvement Act Of 2006

(H.R. 5074) (P.L. 109-305)

Passed the House on July 25, 2006

Passed the Senate on September 25, 2006

Sponsored by Representative Don Young (R-Alaska)

Current law (enacted in 2001) mandates that the Railroad Retirement Board utilize a private disbursing agent to send Tier II checks to retirees. This requirement has been postponed in appropriations measures each year, because using a private disbursing agent would result in increased cost to the Railroad Retirement Board.

H.R. 5074 permanently amends the Railroad Retirement Act to use the US Treasury as the disbursing agent. This results in a savings of \$2 million per year.

The Railroad Retirement Disability Earnings Act Of 2006

(H.R. 5483)

Passed the House on September 27, 2006

Sponsored by Representative Don Young (R-Alaska)

Under current law, the Railroad Retirement Board pays disabled railroad workers a stipend averaging \$1911 per month. Disabled workers may earn additional outside income, but not more than \$400 per month.

H.R. 5483 permanently amends the Railroad Retirement Act to increase the amount of permissible outside earnings. The bill raises the earnings limit from \$400 to \$700 per month effective January 1, 2007, and enacts an indexing formula to provide for automatic increases in the future. The cost estimate from the Congressional Budget Office is less than \$500,000 per year.

Amtrak Reauthorization Act of 2005

(H.R. 1630)

Reported by the Committee on November 8, 2005

Sponsored by Representative Don Young (R-Alaska)

This legislation would reauthorize Amtrak for three years at approximately \$2 billion per year.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

(H.R. 3) (P.L. 109-59)

House bill sponsored by Rep. Don Young (R-Alaska)

This legislation expanded the Swift Act for high speed rail corridor development to \$100 million per year for seven years. It also expanded the existing \$3.5 billion Railroad Infrastructure Finance loan program (RRIF) to \$35 billion. The Alaska Railroad is eligible for these funds. The legislation authorizes the Secretary of DOT to make general fund grants to the Alaska Railroad for capital rehabilitation and improvements benefiting its passenger operations.

This legislation authorizes federal assistance for the relocation of rail lines to enhance motor vehicle and pedestrian safety, providing \$350,000,000 per year for 2006 through 2009. This law also orders DOT to conduct a study of the safety and security impacts of blocked highway grade crossings. A provision of this legislation orders the improvement of safety standards for welded rail tracks and requires DOT to conduct further studies on railroad tank car safety. \$1.8 million is provided for the Transportation Research Board (TRB) to conduct a comprehensive study of our nation's rail transportation system.

Energy Policy Act of 2005

(H.R. 6) (P.L. 109-58)

Sponsored by Representative Joe Barton (R-Texas)

This legislation included \$65 million in new funding to increase locomotive fuel efficiency and reduce emissions. It also included \$45 million in new funding for the installation of devices to reduce diesel locomotive idling. The Alaska Railroad is eligible for these funds.

Water Resources and Environment

Water Resources Development Act of 2005

(H.R. 2864)

Passed House, July 14, 2005.

House Conferees were appointed September 14, 2006.

Sponsored by Rep. Young, Rep. Oberstar, Rep. Duncan, and Rep. E.B. Johnson.

Authorizes over \$10 billion for critical flood control, hurricane protection, navigation and ecosystem restoration projects around the United States, including replacement of the Upper Mississippi River navigation locks to ensure our farmers can move grain efficiently and remain competitive in world markets and the restoration of the Upper Mississippi River ecosystem (\$2.7 billion federal cost), the first two Everglades restoration projects (\$780 million federal cost), the Morganza to the Gulf hurricane protection for Louisiana (\$512 million federal cost), and restoration of the Louisiana Coastal Area (\$718 million federal cost). These projects have been studied and will bring significant economic and environmental benefits to the nation.

The National Levee Safety Program Act of 2006

(H.R. 4650)

Reported by the Committee on June 28, 2006

Sponsored by Rep. Duncan, Rep. E.B. Johnson, Rep. D. Young, Rep. Oberstar, Rep. Baker, Rep. Boustany, and others.

Requires the Corps of Engineers to produce an inventory of levees in the United States, provides incentives for States to develop their own levee safety programs, and establishes an Interagency Committee on Levee Safety to create standards for federal levees. Authorizes \$90 million over six years of the program.

Long Island Sound Stewardship Act of 2006

(H. R. 5160) (P.L. 109 - 359)

Passed the House, September 27, 2006

Passed the Senate, September 30, 2006 without amendment.

Presented to the President

Sponsored by Rep. Simmons, Rep. Boehlert, Rep. Gilchrest, Rep. Kelly, Rep. Nadler,
Rep. Weiner, Rep. Bishop, Rep. Higgins, and others.

Establishes the Long Island Sound Stewardship Initiative and Advisory Committee to identify, protect, and enhance sites in Connecticut and New York that are within the Long Island Sound region with significant ecological, educational, open space, public access, or recreational value; requires the Advisory Committee to identify areas with significant value as potential stewardship sites, and report on recommended sites and recommended grants for securing and improving sites; directs EPA to review the Committee's recommendations, approve stewardship sites, award grants, and report annually on the Initiative.

A bill to amend the Federal Water Pollution Control Act to extend the authorization of appropriations for Long Island Sound

(H.R. 3963)

Passed House, December 7, 2005.

Sponsored by Rep. Simmons, Rep. Bishop and 10 other co-sponsors.

Reauthorizes the Long Island Sound program within EPA to provide \$40 million a year for the protection and restoration of the Long Island Sound.

A bill to amend the Federal Water Pollution Control Act to reauthorize programs to improve the quality of coastal recreation waters, and for other purposes

(H.R. 1721)

Passed House, December 7, 2005.

Sponsored by Rep. Bishop, Rep. Simmons, Rep. LoBiondo, and 3 other co-sponsors.

Reauthorizes the EPA program to improve the quality of coastal recreation waters to ensure safe beaches for swimming and other recreation activities, including \$30 million a year for States to monitor water quality.

A bill to amend the Federal Water Pollution Control Act to authorize appropriations for sewer overflow control grants.

(H.R. 624)

Reported by the Committee, July 13, 2005.

Sponsored by Rep. Camp, 7 other sponsors and 23 other co-sponsors.

Reauthorizes EPA grants to municipalities and states to control overflows of untreated waste that can occur during episodes of wet weather and can pose a health and safety risk if they flow into rivers, lakes, and streets. H.R. 624 would authorize appropriations of \$250 million annually over the 2006-2011 period for this purpose.

A bill to amend the Federal Water Pollution Control Act to extend the pilot program for alternative water source projects

(H.R. 1359)

Reported by the Committee, July 13, 2005.

Sponsored by Representative Jim Davis (D-Florida)

Reauthorizes appropriations for EPA grants for alternative water source projects to meet critical water supply needs. In recent years, there has been increasing interest by communities across the Nation and by Congress in ensuring the availability of water sources to meet future water supply needs. These grants can be used by communities to create alternative water supplies through reclamation, reuse, and conservation. Authorizes \$125 million.

The Twenty-First Century Water Commission Act of 2005

(H.R. 135)

Passed House, April 12, 2005.

Sponsored by Rep. Linder, Rep. Duncan, Rep. Miller, Rep. Berkley, and 16 other co-sponsors.

Establishes the Twenty-First Century Water Commission to provide a report to Congress with recommendations to address future water supply and demand, including recommendations relating to management of water, incentives to ensure an adequate and dependable water supply, capturing excess water and flood water for conservation and use in the event of a drought; financing comprehensive water management projects and appropriate public works projects; and conservation of existing water supplies, including recommendations for repairing aging infrastructure.

The Chesapeake Bay Restoration Enhancement Act of 2005
(H.R. 4126)

Reported by the Committee, September 20, 2006.

Sponsored by Rep. Gilchrest, Rep. Platts, Del. Norton, Rep. Cummings, and others.

Reauthorizes the Chesapeake Bay Program through 2011; requires EPA to report biannually on the progress being made toward meeting tributary goals; establishes an Implementation Assistance Program for local governments, and Targeted Watershed Grants to address nonpoint sources of nutrient and sediment pollution; increases the overall authorization for the program from \$40 million to \$50 million.

***A bill to amend the Comprehensive Environmental Response,
Compensation, and Liability Act***
(H.R. 5810)

Reported by the Committee, on June 28, 2006.

Sponsored by Rep. Young, Rep. Oberstar, Rep. Duncan, and Rep. E.B. Johnson.

The bill would amend the Comprehensive Environmental Response, Compensation, and Liability Act to authorize the Environmental Protection Agency's brownfields program through 2012, require reports to Congress every 4 years providing a description of the management of the brownfields program and the allocation of funds, and eliminate the requirement that 25% of available funding be devoted to petroleum-specific site cleanup, though petroleum sites are still eligible.

***An Act to extend through March 31, 2006, the authority of the
Secretary of the Army to accept and expend funds contributed by
non-Federal public entities and to expedite the processing of
permits.***

(H.R. 3765) (P.L. 109-99)

Enacted November 11, 2005.

Sponsored by Rep. Baird, Rep. Reichert and 7 other co-sponsors.

Provides a short-term extension of the authority of the Corps of Engineers to accept funds from public entities to expedite the processing of Corps of Engineers permits. (This issue is also addressed in WRDA, H.R. 2864).

***An Act to extend through December 31, 2006, the authority of
the Secretary of the Army to accept and expend funds contributed
by non-Federal public entities
and to expedite the processing of permits***

(H.R. 4826) (P.L. 109-209)

Enacted March 16, 2006

Sponsored by Rep. Baird, Rep. Reichert, and 20 other cosponsors.

Provides a short-term extension of the authority of the Corps of Engineers to accept funds from public entities to expedite the processing of Corps of Engineers permits. (This issue is also addressed in WRDA, H.R. 2864).

***33 Survey Resolutions to authorize the Corps of Engineers to
conduct two-phased studies of water resources needs of impacted
areas and to recommend projects to resolve problems.***

Passed the Committee on various dates, providing the Corps the authority to carry out the studies
(no public law is required).

Including resolutions for Committee members Rep. Baker, Rep. Dent, Rep. Boustany, Rep. Menendez, Rep. Schwartz, Rep. DeFazio, Rep. Baird, Rep. Kelly, Rep. Michaud, Rep. Bishop, Res. Com. Fortuno, and Rep. Boehlert.

***One NRCS Resolution supporting authorization of a small
watershed project on Little Otter Creek, MO, Watershed to be
carried out by the Natural Resources Conservation Service of the
Department of Agriculture.***

Passed the Committee on October 26, 2005

Sponsored by Representative Sam Graves (R-Missouri)

OVERSIGHT

Amtrak Operations

In March 2006, an informal group of Committee members selected by Chairman Don Young and Ranking Member Oberstar reported on studies, interviews, and hearings that were conducted to review Amtrak management. The majority of the group issued a report concluding that roughly a quarter of Amtrak's nearly \$1 billion annual budget could be saved each year without adversely affecting the railroad's service. They described Amtrak as "a private corporation which is heavily subsidized by the federal government, but which has not used the resources it has received efficiently."

Additional investigations have been completed by the oversight staff, the Government Accountability Office (GAO), and the Inspector Generals at both Amtrak and the Department of Transportation. As a result, major changes are underway at Amtrak that will save taxpayers millions of dollars per year and improve the quality of service at the nation's only inter-city passenger rail system. An additional report from GAO setting out the best options for inter-city passenger rail will be publicly available by October 31, 2006. Reforms are underway in Amtrak's Food and Beverage operations, mechanical shop, legal department, and corporate management.

Oversight of Environmental Protection Agency Grant Activities

A major ongoing goal of the 109th Congress for the Transportation Committee Oversight staff was work concerning the EPA's Grants Management Process. In the last year major progress has been seen in the areas of identifying qualified grantees, ensuring environmental results from grant projects, monitoring grantee follow-through, and developing a system of direct accountability for EPA project managers. The result is greater environmental benefits as well as savings of millions of dollars that were previously wasted.

Working closely with the EPA IG, the GAO, and the Water Resources and Environment Subcommittee, EPA has implemented a series of new policy guidelines and procedural changes within the agency as a result of the Committee's oversight efforts. These changes focused on employee training; development of an effective performance review process for the agency personnel overseeing the grants process; more competition in the awarding of EPA grants; and greater tracking and monitoring of grants.

Tennessee Valley Authority Debt Reduction

During the 109th Congress, additional efforts have been undertaken by the Committee to work with TVA and validate its efforts to reduce its financial obligations. The goal is to ensure that TVA can remain competitive in the emerging energy markets as well as serve the people of the Tennessee Valley. To accomplish this objective, the Committee has worked with TVA, the local delegation, GAO, and the Office of Management and Budget. The principle challenge for TVA has been to reduce the amount of debt it is carrying.

Based largely on its investments in nuclear power plants, TVA debt load in the late 1990's reached a high of \$27.7 billion. Currently, TVA carries close to \$26 billion in total financial obligations.

The Committee has continued to work with TVA since it adopted its new strategic plan in January 2004. In that plan, TVA management acknowledged that reducing debt and associated fixed costs were critical to improving TVA's financial condition and competitive prospects. At that time they adopted a goal of reducing statutory debt by \$3 to \$5 billion over 10 to 12 years. In the last year the Committee has worked with the GAO to evaluate the assumptions in that plan to make sure that TVA has a realistic strategy and the necessary commitments in place to reach its debt reduction goals.

Innovation in Congressional Oversight

The Committee broke new ground during the 109th Congress by concluding a study of how to improve Congressional oversight. Using the Federal Aviation administration in a pilot study, the Committee asked GAO to report on technology and government practice innovations that would make it easier for Congress to have a real-time assessment of Administration activities. Such an approach gives Congress a better perspective when drafting legislation or assessing issues as they arise.

GAO, the FAA, and Committee staff worked on a redesigned portion of the FAA website to address Congressional interests, developed Internet subscriptions to updated FAA data for Congressional staff, and produced an oversight matrix that will help gather information. The GAO report has since been cited as a model of new ways to conduct Congressional oversight using 21st century tools.

Department of Homeland Security Legacy Agency Responsibilities

Another critical oversight goal of the Committee during the 109th Congress was to ensure that vital, non-homeland security functions in the legacy agencies incorporated into the Department of Homeland Security are preserved while the security issues are addressed. These other vital functions include the Coast Guard's search and rescue operations, drug interdiction and fisheries enforcement, and FEMA's natural disaster recovery missions. The Committee has also worked with both the GAO and the DHS

Inspector General to ensure the efficient integration of those agencies and review the lessons learned as a result of the hurricanes in the Gulf of Mexico in August and September 2005. The Subcommittee on Coast Guard & Maritime Transportation also recently held a hearing to review the DHS Inspector General's annual review of Coast Guard mission performance.

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